



Galt Traffic

Galt Airport, Greenwood, IL (10C)



The monthly newsletter from Galt Airport and EAA Chapter 932

November 2014

Picture of the Month



Lucas Donker refuels my Mooney after a flight to the Flight Deck Bar and Grill at Rochelle for lunch following the EAA meeting on October 11th. This photograph was taken by budding photographer, Joe Esenther, who was visiting the area and stopped by the airport with his parents.

Pitts Special and Special Porsches

By Captain Denny Hall

A beautiful Northern Illinois Saturday morning. Air cool and dry, a low density altitude, the kind of weather an internal combustion engine loves. Good power output and a clear crisp note emanating from under the rear hood. A great day for a country drive to the airport.

Five members of the Chicago chapter of the Porsche Club of America (PCA) banded together for a day of adventure with a small, select group of 993 twin turbo cars, generically know as the 911 Turbo, the last of the air-cooled 911's. Not just 993's, but part of a group of a few thousand production cars equipped with twin turbos, widebodies, big red brake calipers, and over 400 HP. All

these cars came off the assembly line in the mid to late 90's with a sticker price north of 100k and still worth that price in today's used car market.

We chose a leader to head in the general direction of the airport. Starting from our base in Algonquin, IL., Mike lead us into the wide open farm lands. Once clear of traffic, joggers, and bicyclers, Mike made the drive interesting. All of the drivers had experience with their cars at Road America race track in Elkhart Lake, Wisconsin and all were ready for the challenges offered by the most experienced track driver in our group at the helm. Weightless over the top of hills and positive G at the low apex of multiple hills, and .99G turns with a

Continued on page 2.

Editor's Note

You may have noticed it is "election season," unless you have been living under a rock. Of course if you have a TV and a phone under that rock you too will have been inundated with relentless TV campaigning and phone calls with recorded messages from various candidates eager to secure your vote.

But did you know that we have elections at Galt too? Unlike your typical political elected officials, our incumbents are *giving up* their positions... voluntarily! EAA Chapter 932 President, **Bruce Schottland**, and Secretary **Mike Evans** are stepping down in December and the organization is looking for candidates to fill those important positions.

We need two new board members to replace Bruce and Mike and lead a chapter of 113 members. The board (which also includes the Treasurer and Vice President) is responsible for leading the group in activities that support the chapter's mission. You can find out more about the specific duties in Bruce's column on page 12.

These are unpaid positions of course, unless you count the gratitude and admiration of your peers as compensation! But despite the lack of financial remuneration these roles are extremely important to the chapter and the airport and incredibly satisfying.

I hope you will seriously consider offering your time and effort to build on the great work that Bruce and Mike have been doing for the chapter.

Beth Rehm, Editor

Continued from page 1.

late apex we blitzed by amber waves of grain and fields of tall dry corn while farmers harvested crops into what seemed to be infinity.

Occasionally we would encounter traffic at a 4-way stop and inevitably the driver would notice the yellow, dark blue, silver, black, and white 911's and let us proceed as an unbroken group. Heads would turn, kids would point, and girls would wave. It was good to be king, even if the royal spot was shared with four others. Since I was last of the five kings I would return the on-looker's kindness with a wave, especially to the drivers that would follow us rather than squeeze in between us at the four ways.

After much spent gas, rubber, and brake pads we stopped for a hundred dollar hamburger in Woodstock, IL. The town that changed it's name to Punxsutawney for 3 months during the on location filming of the 1993 movie Ground Hog Day. When we stepped into the diner the waitress told us that she thought she heard a group of Harley's pull up. She was surprised to see four P-cars. Two of us have shed the ugly 30 pounds of useless weight called mufflers for bypass and sport catalytic converters. The high rpm turbos attenuate much of the exhaust noise, but a healthy, somewhat high volume, note remains. Perfect for someone who flies an airplane without a muffler. By this time we had lost our silver comrade, Nick who had an engagement in Libertyville, IL

After lunch I led the four of us to our destination; Galt Airport. I drove up to my hangar and positioned the P-cars on either side of the doors. The boys had not seen my Pitts yet and it was time to show them before I flew it to Florida for the Winter. They admired the S2-A as only gear-heads can and asked questions. I then asked



The meeting place; Mike's driveway in Algonquin.

John, who owns Haymarket Pub & Brewery in Chicago, if he was ready for a ride. Without hesitation he responded "does a bear defecate in the woods"? I asked if he liked roller coaster rides to which he nodded affirmatively with a twinkle in his eye. Good answer.

I explained that we would do this season's Sportsman Routine if their stomachs passed my G tolerance test. I detailed the maneuvers, answered questions, gave the safety brief, and assisted with the array of Hooker Seat Belts and Harnesses, and prepared for engine start. After the run up I asked John if he was ready, an unnecessary question to ask a race car driver if he is ready to takeoff, pull G's, and in general have the time of his life, but ask I did. A normal takeoff for a Pitts, a sharp turn North and climb out. I asked John to ratchet his seat belt one more time and began the warmup exercise.

What I have found to effectively prepare a passenger for an upside down, high "G" world is to do a roll followed by a few other gentle maneuvers. Very smoothly, in a coordinated fashion and with positive G I rolled the Pitts. That

never seems to bother anyone. If OK thus far, and they always are at this point, I do a 2 G, 60 degree bank, turn. That gives my victim a sense of G that none have ever felt. Again, "are you OK"? Again "affirmative". Now a 3 G, 70 degree plus bank. Same question by me, same answer by John. Now 20 to 30 seconds of inverted flight. Another welfare check, another enthusiastic "yeah man" this time accompanied with a hardy laugh.

Let the Sportsman Routine begin. I explained what I would do then performed the maneuver. First the wing rock X 3 while accelerating to 180 mph, level flight, the Gold Fish, 180 degree steep turn while slowing, stall and a one turn spin, accelerate, Hammer Head with a 1/4 turn on the downhill, Humpty Dump with a 1/4 turn on downhill, 1/2 Cuban 8, "are you OK"? "Yeah man". Loop, Immelmann, slow roll. "How did you like that"? "Awesome man". "I did not like my Hammer Head, mind if I do another"? "Right on". With that maneuver done I said "I just did a Snap Roll for the first time yesterday, would you like to see one now"? "Sure" I couldn't help but note a

Continued on page 3.

Continued from page 2.

chuckle in his voice. I found out later that he thought it was funny to have just learned an aerobatic maneuver then try it out with an earth bound mortal the next day. With the Snap Roll complete, time to return to base and enter the pattern with a "carrier break" also known as the overhead. A low pass and review then back around for a landing. Twenty minutes after takeoff the engine is shut down and the next victim mans up.

Tom was in the front seat this time, another race car driver who proved, like John, to possess an iron stomach. We did a take off, pre-acro warmup and Sportsman Routine similar to the previous ride. Rather than more maneuvering I did a simulated engine out approach to a grass strip 2 miles North of Galt.

On the way to the overhead at Galt we waved at a couple of farmers on tractors performing their Autumn duties with what appeared to be due diligence, but who had the time to return the wave. An uneventful landing followed and as I pulled up to the fuel pump Tom insisted on the gas purchase. After much ado I relented. It did not, however break his piggy bank. After 40 minutes of aviating we only burned 8 gallons of 100LL.

Mike had a wedding to attend and decided to get his ride later in Florida.

Hangar-side we had some laughs, told some tall tails, and experienced much camaraderie. The stuff that memories are made of and the stuff that brings friends closer. A few visitors came by to say hello. It seems there was an EAA meeting that day and several folks were still at Galt enjoying the day at a beautiful airport.

All in all it was a day well spent, making memories, and sharing my passion with friends. They saw for the first time not only acro from the inside



Pitts and Porsches! A fun day at Galt.

looking out, but they saw the beauty and freedom of operating out of an uncontrolled field, one of the best, ONE ZERO CHARLIE, owned and operated by Diane and Claude Sondag, Claude is a true aviator and his wife a gracious aviation enthusiast.

A true AVIATOR you may ask? Most of you reading this know what I am taking about, you love flying, you are aviators not mere pilots, you maneuver your aircraft through the air as an artist moves his brush across the canvas. You fly your machines as an artisan of the air, not a technician. Not hung up on the technical aspects of flight, but you orchestrate your movements as naturally as a dancer glides across the floor.

You share your passion with others and take special joy in sharing it with those who really appreciate it. Their appreciation made evident by their genuine ear to ear grin when they are back on earth; then immediately start to talk about the next flight with you, or show interest in becoming a pilot themselves. Those are the people that call you "bad ass" for doing what you consider normal behavior in the air. Those are

the times that make the best memories for you and your passengers. Pilots are made through the teachings of others, *aviators*, on the other hand, are developed from the inside outward. This is what the EAA would like us to do: share, teach, show others what an aviator does. Our reward comes from their smiles and knowing that in our own way we are giving back a little.

Fly on brother, see you at Sebring, Sun & Fun, and EAA AirVenture, Oshkosh.



Denny Hall
graduated from Embry-Riddle in 1974 and joined the US Navy where he flew A-7Es from carriers and flight instructed

at NAS Meridian, McCain Field in the TA-4J. He later joined the Ohio Air Guard in Toledo, OH, to fly the Air Force A-7D and the F-16C until 1997. He has flown for American Airlines for 28 years in the MD-80, B-767 and B-757 and is currently a Captain on the B-777 based in Miami.

Galt Airport Hayride Event

We had amazing fall weather for the second annual Galt Airport Hayride on October 25th. I am sure that contributed to the great turnout of guests - most of whom brought home-cooked food. Needless to say, we didn't go hungry. The chili-dump was delicious (multiple chili recipes all mixed together!) as were the specialty chilis (including a Venison recipe from **Mike Evans**, a smoked pulled pork chili from **Nancy Johnson** and another special chili dish from **Dave Spitzbart**) that were served separately. In the interests of thorough journalism I had to sample as many as possible! Thank you to **Rebekah Busse**, **Diane** and **Claude Sondag** and all the volunteers and cooks who made this event such a great success.

Beth Rehm, Editor



Check out the luxurious stretch limousine that took guests on the grand tour of the airport. Nothing but the best for the Galt family!



Diane and Claude did the honors with Diane's beautiful antique tractor.



Rebekah, arranges some of the delicious deserts, many of which were decorated with a Halloween theme.



The hay wagon sets off.



The evening ended with a roaring bonfire and the ceremonial toasting of marshmallows on sticks!

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QUIZ TIME

By Ed Moricoli

A monthly quiz from EAA Chapter 932 Membership Chair, Ed Moricoli.

1. A special VFR clearance authorizes the pilot of an aircraft to operate VFR while within Class D airspace when visibility is;
 - a) Less than 1 mile and the ceiling is less than 1,000 feet.
 - b) At least 1 mile and the aircraft can remain clear of clouds.
 - c) At least 3 miles and the aircraft can remain clear of clouds.
2. No person may operate an aircraft within Class D airspace at night under special VFR unless;
 - a) The flight can be conducted 500 feet below the clouds.
 - b) The airplane is equipped for instrument flight.
 - c) Flight visibility is at least 3 miles.
3. Which cruising altitude is appropriate for a VFR flight on a magnetic course of 135 degrees?
 - a) Even thousandths.
 - b) Even thousandths plus 500 feet.
 - c) Odd thousandths plus 500 feet.
4. Which VFR cruising altitude is acceptable for a flight on a Victor Airway with a magnetic course of 175 degrees? The terrain is less than 1000 feet.
 - a) 4,500 feet.
 - b) 5,000 feet.
 - c) 5,500 feet.
5. With respect to the certification of aircraft, which is a category of aircraft?

- a) Normal, utility, acrobatic
- b) Airplane, rotorcraft, glider
- c) Landplane, seaplane

MYSTERY AIRPORT

Get out your sectional or use any other tools available to you and join in on finding the mystery airport at the coordinates below:

N44 50.6200
W87 25.2917

Hint; this is a great place to see fall colors. Send an email to Ed with your best guess at linejudge88@att.net.

Last month's mystery airport was GAA Private Airport, Guttenberg, Iowa. Two people identified this correctly; **Michael Hagy** from Bull Valley and **Walt Weidig** from McHenry.

BONUS QUESTION

Can you decipher the following METAR? Send your answer to linejudge88@att.net.

KRFD SPECI 25154Z 31004KT M1/4
FG FU BR OVC 003 02/02 A2992
RMK AO2\$



Ed Moricoli was born and raised in Woodstock and spent 30 years working for Prudential Insurance before retiring. He is now a bailiff in

a felony court room for the McHenry Country Sheriff's Department. He is learning to fly at Galt Airport and is an active volunteer with EAA Chapter 932.

Classifieds



For Sale: 24-Volt DC power supply with standard three pin plug. Power all systems on your plane from a 110 AC outlet or charge the ship's battery. I bought it just a few months before I sold my Skyhawk and its never been out of the box. Purchased from Sporty's for \$399 + s/h, \$17.95, total \$416.95. Will sell for \$200. Call Jeff Hill, Sr., 815-338-3551 or email jeffryhill@sbcglobal.net.

For Sale: The "African Queen" air compressor. So called because it sounds like the "African Queen" when it runs. It looks like something put together by Rube Goldberg but it works!! It can be seen at hangar G6 at Galt Airport. \$25.00 OBO. Call Bill Laskey at (815) 459-5084 or email: wlaskey@sbcglobal.net.

Scrap Metal Recycling: Recycle your old appliances such as grills, water heaters, etc. and other metal objects. Call Rafael Gonzalez at (815) 354-2973 to arrange collection.

EAA Chapter 932 members may advertise in the Classified section of Galt Traffic free of charge. Email the Editor to place your advertisement: editor@eaa932.org.

Answers to the questions:
1) b, 2) b, 3) c, 4) c, 5) a.

Professional Opinions

Flying Into "Big Airports"

By Captain Jeff Hill, Sr., TWA 1964 - 1997

There's a fun video going around the Net taken from a C-172 landing at O'Hare (ORD) recently – this photo is a screen shot from the video, you can see it at: <https://www.youtube.com/watch?v=KKvWn317tpU>

¿No problema, si? No. What the video does not get into is what happens after clearing the runway. 'They' may not be able to keep us little guys out but 'they' can sure make it such an expensive hassle that few will try it more than once. Here's an example, and this happened around 1994, before the TSA, etc.

I was flying our Honolulu flight out of St. Louis (STL); a busy, busy 'hub' at the time. I found that I could fly there from Galt in my Cessna Skyhawk in about half the time it would take to drive to Chicago O'Hare (ORD), arrive an hour before departure, try for the jump seat, or any seat (space available pass) then stand by with fingers crossed. I decided to give it a whirl.

I was strongly urged by FSS not to file IFR into STL. That would create a great hassle for Approach Control to fit me in if IFR spacing was required, so I went VFR. On arrival in the area things went well, a couple of 360s,



Cessna 172 (N842KP) lines up to land on 28 Center at ORD behind a "heavy" B-747. This airplane is registered to Lewis University.

and then Approach slipped me in quickly to the little used NE/SW runway. I guess the ground controller automatically assumed he was dealing with a moron as he issued numerous warnings, cautions, directions, advice and what not.

When finally got to the FBO, I told the line boy I wanted to tie down for a couple of days. "Nope, don't got no tie downs". Well, Okay, I've got a tie down kit I'll just push it back off the pavement. "Nope, city don't allow no vehicles on the grass." Oh. How much to put it in the hangar? "\$65 a

night (\$104 today)." Wow! I could put it in a hotel room cheaper (if it would fit), but having no choice I had it hangared. I don't remember if there was a landing fee, but going into the hangar cancelled the ramp fee, however, I paid more than double Galt's price for Avgas.

Solution to the problem: after my STL experience I would land at Creve Couer (1H0), a down to earth GA airport with down to earth people and prices; free tie down and about a \$5 cab ride to Lambert.

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More About Midway

In last month's issue **Dick Ohman** asked if anyone recognized the airport in his photograph and if you could name the airplane in the foreground. We received a couple of correct responses with a lot of additional and very interesting information. Here is the first one from **Rob Sherman...**

Dick Ohman's picture on Page 7 is of an American Airlines DC-2, looking northeast from the roof of a hangar on the north side of 63rd Street at about 4900 West at Chicago Municipal Airport in 1934 or 1935, before the name of the airport was changed to Midway.

And from **Jeff Hill, Sr....**

Regarding the photo on page 7 of the October issue of Galt Traffic, the picture was taken in front of the, then new, terminal building at the Chicago Municipal Airport, 63rd St. and Cicero Ave., today's Midway (MDW). I forwarded the newsletter to fellow TWA retiree and historian Jon Proctor (his father was a pioneering American Airlines pilot from 1927 to 1950) who replied with this information:

"Yes, picture, circa 1935, shows an AA DC-2, with the old MDW terminal building in the background, which was on the south side of the field, so the photographer was shooting to the southeast. The current terminal was built on the east side of the field; the TWA and AA hangars were on the north side. That old terminal building served as the international facility for a short time before most traffic moved to O'Hare, and was only recently torn down. Ironically, the pictured DC-2 crashed in January 1936"

And more about that topic from Rob;

Shortly after the photo was taken, NC14274 was involved in what was, at the time, the worst aviation disaster in American history. This airplane was delivered to American Airlines in either



Jeff bought this photo at EAA AirVenture's Fly market, the source is not known.

1934 or 1935. American operated it as Flight 1 from Newark, NJ, to Fort Worth, TX, with several intermediate stops.

At about 7:30 p.m. on the evening of January 14, 1936, NC14274 crashed into a swamp near Goodwin, Arkansas, halfway between the Memphis and Little Rock stops on Flight 1. All 17 aboard were killed, including the pilot, co-pilot, stewardess and 14 passengers, which included 12 men, four women and a child. No official cause was ever declared, but various accounts contend that the crash may have been caused by passenger interference, fuel exhaustion in one tank or simply flying too low.

And more from Jeff...

Flying was a risky business in the '20s '30s, '40s '50s and even into the '60s. 1936 was a typical year with 120 airline hull losses worldwide, seventeen of which were in the U.S. operated by U.S. carriers. In addition to the DC-2, American lost a Vultee V-1A two weeks later, a Stinson A in April and another Stinson A in May. [World directory of Airliner Crashes, Terry Denham, Patrick Stephens Ltd.]

Jeff's thoughts on "The world's busiest square mile:"

Midway between where and where? – I wondered for years. The answer is, nowhere – in 1949 Chicago Muni was renamed after the WWII Battle of Midway. It began life in 1923 on a half section, 320 acres, called Chicago Air Park with a single cinder runway serving mostly airmail flights. In 1926 the City leased it and renamed it Chicago Municipal Airport.

As Midway grew, another half section to the north was acquired. Unfortunately, the two parcels were separated by the Chicago and Western Indiana Railroad until a court ordered a rerouting of the tracks in 1938.

In 1932, with 206 scheduled departures per week the airport declared itself "The World's Busiest Airport."

I bought the picture above because it was taken in the mid '50s, which was around the first time I saw MDW. I was on my way to Denver for

Continued on page 9.

Continued from page 8.

a vacation with my family. We flew from MSN to MDW on a North Central DC-3; my first ride on an airliner!

The terminal was (and still is) on the east side of the field just off Cicero Ave. The entire roof, just to the right of the main terminal was an observation deck. It was especially exciting as all the activity on that small, by today's standards, square mile was visible. I marveled over the feverish activity, the airlines I had never heard of, the Constellation which I did not like at all because it seemed that the fuselage was crooked and the tail was 'all messed up'. I would have laughed if someone had told me I would fly it one day!

When we departed for DEN on a UALDC-7, I spent most of the flight in the cockpit; we used to be able to do things like that. It was then that I knew exactly what I wanted to make a career of.

Midway is fairly GA friendly but with Southwest Airlines making it their main mid-American hub it is becoming more and more of an 'airliner beehive'. I have dropped friends and relatives off to connect with Southwest a couple of times in the past without paying any fees, but as per a phone call (Oct. 9) to FBO Atlantic Aviation, this is the way it is now: the City of Chicago landing fee for single engine aircraft is \$7.50; TSA security fee \$15.00; Ramp fee \$40.00, waived with a purchase of a minimum of 15 gallons of 100LL, today's price \$8.44/gal.

There is a ton of stuff regarding MDW on the Internet. Two good sites with lots of history and pictures are;

http://en.wikipedia.org/wiki/Chicago_Midway_International_Airport

<http://galleries.apps.chicagotribune.com/chi-130523-history-midway-international-airport-pictures/>

Jeff Hill, Sr.,
Contributing Editor



Check out the TFRs (temporary flight restrictions) over the Chicago area on October 19th and 20th for President Obama's visit! These were all surface to 18,000 feet MSL and encompassed no less than sixteen public use airports. Many aviation activities were banned while these TFRs were in effect including: flight training, practice instrument approaches, aerobatics, glider operations, hang gliding, banner towing, sightseeing flights, maintenance test flights, crop dusting, and model aircraft operations (yes, model flyers need to check for TFRs too!). Very few flights were allowed in the 10 NMR and 12 NMR (the "inner core") except regularly scheduled commercial passenger and all-cargo carriers, law enforcement supporting the Secret Service and approved air ambulance flights. - Beth Rehm, Editor



More memories of TWA from Jeff Hill, Sr. The two males in the lower row are (L) the relief pilot (the hostess above and to his right is wearing his cap) and the purser, with a single stripe. The purser was in charge of the cabin, much as a conductor on a train or the purser on a passenger ship. In those days the "hostesses" (we call them "flight attendants" now) had careers averaging 18 months, usually ending when they married. Back then it was a high flying romantic adventure, not a vocation. - Jeff Hill, Sr., Contributing Editor



Airport Technicalities

A monthly report from Justin Cleland, Airport Manager, Galt Airport.

It appears that Summer is officially winding down, and Fall is upon us. There's still plenty of great flying weather ahead of us though. If you're still thinking about getting your tailwheel endorsement in the Citabria, stop thinking and start flying! We still have lots of time to utilize all the great grass runways around Galt before the snow covers the ground and closes them for the season.

First of all, I wanted to thank all of you for coming to the hayride last weekend. As usual, we had a really nice time - and it was a great way for us to wrap-up the Summer. Also, thank you to everyone for your continued support of ALL our events this year at Galt. 2014 had another

great line-up of new and interesting gatherings from both EAA 932 and JB, and I'm excited to start working on our new ideas for 2015. I'm also looking forward to seeing you all one more time in 2014, at this year's Christmas Party!

If you haven't heard by now, the rumors are true... my wife Erika gave birth to our first child, a girl, on October 7th. We are thrilled beyond words to welcome Camryn Marie Cleland to our family. Thank you all from the bottom of my heart for your phone calls, text messages, emails, and gifts. It means more to us than I can explain. We are incredibly blessed to have such a great extended family at this airport.

A couple of Galt NOTAM's from your friendly airport manager this month too: First, we will be officially switching to "Winter Hours" on Saturday, November 1st. This means

the FBO and fuel pump will now be operational from 0800-1700. Also, in the next few days all Galt hangar tenants will be receiving their 2015 hangar leases in the mail. Please fill them out, sign, and return to the office as soon as possible. Thank you!

Finally, I wanted to say how personally saddened I am to have lost one of our Galt family members last month, Bob Murray. I feel very privileged to have become friends with Bob, his wife Sandy, and their daughter Beth, during my time here at Galt and can't express how much it upsets me that Bob is no longer with us. Bob was one of the kindest, and most generous people you could ever meet. A truly one-of-a-kind personality, that fell in love with our one-of-a-kind airport. He was passionate about Galt, and sincerely cared about all of us that work here. We're really going to miss you, Bob.

Robert L. Murray

11/3/1964 to 10/11/2014



It is with great sadness that we announce the death of one of our Galt hangar tenants.

Bob Murray died Saturday,

October 11, 2014 at Saint Mary's Hospital, Rochester, Minnesota.

Bob learned to fly at Galt Airport and had a beautiful 1966 Cherokee 180 (N8ER) which he had kept here for many years. He loved to fly but had been unable to for the past several years for medical reasons.

He was an Arlington Heights Police Officer from 1987 - 2011 and was a Sergeant for over 10 years. During his police career, he was honored to be a part of the AHPD Motorcycle unit, trained and excelled as a Harley-Davidson Police Motorcycle Instructor, and had the pleasure of working as a Crime Prevention Officer. He was recipient of the L.W. Calderwood "Officer of the Year" award in 1999.

Bob was formerly an officer with the Algonquin Police Department and until recently enjoyed working as a school bus driver for McHenry

Transportation District #15.

In addition to flying, Bob loved traveling, taking motorcycle trips, building his home, fixing anything with a piston, and driving anything with a motor. He was an avid boater, camper and counselor at Camp One Step at a Time, a member of FOP Lodge #80 and AOPA.

He will be remembered for the laughter he brought to so many, but mostly the sparkle in his eyes and smile on his face from the engulfing love any time his Beth Anne was mentioned. He was an awesome father and best buddy a wife could ever pray for.

He is survived by his wife of almost 20 years, Sandy (nee Engelhardt); his daughter, Elizabeth Anne Murray; and his sister, Kristine Murray.

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EAA Chapter 932 News

President's Message

**From Bruce Schottland, President,
EAA Chapter 932**

We have two chapter Board positions up for election in November. Mike Evans' term as Secretary and my own as President are ending in December and neither of us will be running to remain in these positions. While we will both continue to be active in EAA Chapter 932, we believe that an organization is strengthened by a regular change of leadership.

The position of Chapter Secretary is an important and, in fact, necessary position, that must be filled for our chapter to function. According to the chapter bylaws, the Secretary's duties are as follows:

The Chapter Secretary shall have the responsibility to take and publish minutes of all meetings. The Chapter Secretary is responsible for publishing notice of all regularly scheduled Membership and Chapter Board of Directors Meetings. Additionally, the Chapter Secretary is also responsible for publishing notice of Special Membership Meetings. The Chapter Secretary shall keep a Chapter roster or record showing the name, address, phone number and email address of each Chapter Member. The Chapter Secretary shall also be responsible for maintaining the currency and security of the original copies of the Chapter Bylaws, Non-profit Incorporation documents, tax-exemption documents, Federal Employer Identification Number (FEIN), and any other documents, books, papers, and records as the Chapter Officers or Chapter Board of Directors direct. The Chapter Secretary shall jointly execute, along with the Chapter President, all contracts and instruments that have been first approved by the Chapter Board of

Directors. The Chapter Secretary shall perform all other duties incident to the Office of Chapter Secretary, subject to the control of the Chapter President and the Chapter Board of Directors.

The short version is that the chapter Secretary takes and prepares meeting minutes and maintains all of the chapter's documentation.

In regards to the Chapter President, this position is also required according to our bylaws. The President's duties, as explained by our bylaws are the following:

The Chapter President shall be the Chief Executive Officer and Chairperson of the Chapter Board of Directors. The Chapter shall have, subject to the advice, direction, and control of the Chapter Board of Directors, general charge of the Chapter business. The Chapter President shall jointly execute with the Chapter Secretary all contracts and instruments which have first been approved by the Chapter Board of Directors. The Chapter President may call any Special Meeting of the Members of the Chapter Board of Directors and/or general Chapter Membership. In case of the absence or disability of the Chapter Treasurer, the Chapter President may execute checks for expenditures authorized by the Chapter Board of Directors. In such circumstances, either the Chapter Vice President or Chapter Secretary shall be called upon to co-execute such checks. With the appropriate assistance of the other officers of the Chapter, the President shall prepare and submit, on behalf of the Chapter, all official, regular and periodic reports on the activities of the Chapter as may be required by the United States Government, the State of Illinois, or the Experimental Aircraft Association, Inc.

In short, the President leads the organization, runs the chapter meetings and with the advice and consent of the chapter membership

and board, helps plan and execute chapter activities that are in line with the chapter's mission and goals.

According to our bylaws, the new Secretary and President are elected in November and take office at the December meeting. Anyone who is a regular chapter member or regular family chapter member is eligible for either position. Each is a two year term.

Please consider volunteering for a position in our chapter. We have accomplished so much in the last several years. We have become a very active and well known chapter that does a lot of really good things for Galt Airport and general aviation in the area. I certainly hope that we can keep that momentum and accomplish even greater things in the future. With our chapter's talent and energy, I have every expectation that we will.

If you are interested in serving our chapter, please send me an email indicating which position you are interested in filling.

Bruce Schottland

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EAA Chapter 932 is a local chapter of the Experimental Aircraft Association (EAA) based at Galt Airport (10C) in Greenwood/Wonder Lake, Illinois.

Established in 1989, we are a 501(c)(3) corporation and a registered charity in the State of Illinois (CO#01065208).

EAA (<http://www.eaa.org>) is an international organization of members with a wide range of aviation interests including vintage aircraft, aerobatics, warbirds and amateur builders.

EAA Chapter 932 meetings are usually held at Galt Airport on the second Saturday of the month. Check our web site for more information about the chapter and events and activities at <http://www.eaa932.org>.

More from EAA Chapter 932

GALT NOTAMS



Congratulations to **Erika** and **Justin Cleland** on the birth of their first child. Adorable **Camryn Marie Cleland** arrived on October 7th and made her first appearance at Galt at the Hayride event.

I am sure that the airport soon will become Camryn's second home and we look forward to watching her grow up as part of the Galt family.



EAA Chapter 932 webmaster, **Patrick Hoffmann**, had to leave the October 11th meeting suddenly for the unexpected early arrival of his granddaughter! Baby Ember was born at 3 p.m. that very afternoon weighing only 4lbs.



Galt Flight School News

Congratulations to **Matt Myers** (pictured above) on completing his first solo flight on October 24th. Matt is learning to fly with Galt Chief Flight Instructor, **Justin Cleland**, CFI-I.



In *Flying the Feathered Edge* Bob Hoover tells his own story – and shares, with his trademark charm, the hard earned wisdom of a life spent pushing the edge of the envelope while contributing to aviation's many developments. Coming to DVD and BluRay on November 17. Get more information and order your copy at <http://www.thebobhooverproject.com>.

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Minutes of the EAA 932 General Meeting

Submitted by: Chapter Secretary, Mike Evans

Meeting Date: October 11, 2014

1. CALL TO ORDER /ATTENDANCE

Meeting started at 10:12 a.m.

Nick B., Larry S., Scott F., Raphael G., Beth R., Paul S., Dick O., Dave S., Walt W., Ed B., Dave M., Howie S., Don S., Bob H., Michael H., Anna C., John R., Lori B., Rebekah B., Jeff H., Patrick H., Mike E., Jean F., Marty S., Bruce S.

2. VOTING ITEMS

- a. Approval of Agenda – Motioned by Ed B., seconded by Raphael, all in favor
- b. Secretary's Report – NONE
- c. Treasurer's Report - Approval of Fin. Report – Ed B., Michael H., all in favor

3. PRESIDENT'S / VICE PRESIDENT'S REPORT

- a. A generous donation was received from Mrs. Cooper (Anna's Mom).
- b. Lori's awesome soap is now for sale in the FBO.

4. COMMITTEE REPORTS

- a. Young Eagles- Ed Brown – We need volunteers for next week's event with the Barrington BSA troop. 132 young eagles flown this year!
- b. New Membership- Ed Moricoli. 113 members according to Ed's calculations. Special offer going for last 3 months of the year- join now and pay no dues until January. Thanks to Ed B. and Jean for assisting with recruitment.

5. OLD BUSINESS

- a. Planes & Puppies- We raised \$270 dollars and collected a bunch of supplies for the shelter. Thanks to everyone that helped!

6. NEW BUSINESS

- a. Chapter Elections for President & Secretary. Please consider volunteering for either of these positions. Let any of the board know if you would like more information.
- b. The Galt weather station is having problems. EAA 932 may consider purchasing a replacement with chapter funds.
- c. Marty notes that it has been 3 weeks since the sabotage at Chicago Center. Controllers that have been picking up the slack deserve commendation. Rumor is they'll be back online at Chicago Center on 10/13.
- d. Patrick had to leave to attend the birth of his granddaughter!
- e. Please pass along ideas for next years safety seminar to Ed Moricoli.
- f. Beth – In October's newsletter, new chapter member Dick Ohman shared some photographs of an unidentified aircraft at an unnamed airport. The plane was an American Airlines DC-2 at Chicago Municipal Airport, now Midway. Dick will be sharing more photos from American's past at future chapter meetings.
- g. Ed B. reports that Galt's beacon was installed 40 years ago and was originally an airway marker retired from service at MDW.

Next meeting: November 8, 2014

ADJOURNMENT: Motioned by Ed B., Seconded by Ed M., all in favor. 10:32 AM

SPECIAL PRESENTATION BY CHAPTER MEMBER AND CHAPTER LIBRARIAN PAUL SEDLACEK:
BUILDING THE KITFOX

Galt Airport / EAA 932 Calendar of Events

Nov 8	EAA Chapter 932 Meeting at Galt Airport (10C), 10:00 am.
Dec 13	EAA Chapter 932 Meeting at Galt Airport (10C), 10:00 am.
Dec 13	Galt Christmas Party at 5:00 pm.
Jan 10	EAA Chapter 932 Meeting at Galt Airport (10C), 10:00 am.
Feb 14	EAA Chapter 932 Meeting at Galt Airport (10C), 10:00 am.



**Join the Experimental
Aircraft Association**

www.eaa.org

800-564-6322



**Join the Aircraft Owners and
Pilots Association**

www.aopa.org

800-872-2672

Other Aviation Events

Find more aviation events online at the following sites;

www.eaa.org/calendar/

www.aopa.org/pilot/calendar

<http://www.dot.wisconsin.gov/travel/air/aviation-events.htm>

<http://www.generalaviationnews.com/calendar>

<http://www.pilotsofamerica.com>

<http://www.fly2lunch.com>

<http://www.avweb.com/calendarevents>

<http://www.flyincalendar.com>

<http://www.flyins.com>

<http://socialflight.com/index.php>

Free AOPA Safety Seminars

The Aircraft Owners and Pilots Association Air Safety Institute offers free live and recorded safety seminars.

Most of these programs qualify for FAA Wings Credit. You can search for seminars by state or topic at

<http://www.aopa.org/asf/seminars/seminar.cfm>.

FAA Wings Safety Seminars

The Federal Aviation Administration (FAA) Safety Team sponsors thousands of aviation safety seminars throughout the country each year. These interesting and informative seminars include a variety of important safety topics designed to reduce risk and increase the level of safety in aviation operations. Most courses are free and provide credits for the WINGs program. You can search for seminars by keyword or location at <https://www.faasafety.gov/SPANS/events/EventList.aspx>

Free EAA Webinars

The EAA offers free webinars on a variety of educational and entertaining topics from building and restoring aircraft to regulatory issues, to historical lessons and everything in between. You can participate in the live sessions or watch later at your convenience. Visit the EAA Webinars web page for the latest schedule and to register at http://www.oshkosh365.org/ok365_contentdetail.aspx?id=1258.

EAA SportAir Workshops

EAA SportAir Workshops offer weekend workshops that will launch you on the most satisfying and rewarding adventure of your life. These courses will prepare you to build your own airplane. Get hands on with skills and techniques to complete your amateur build aircraft. You'll gain the skills and most importantly, the confidence to take you all the way to that first fabulous flight. To learn more about upcoming workshops and special EAA member tuition for the courses, call 800-967-5746 or visit <http://www.sportair.com/workshops/index.html>.

EAA Chapter 932 Officers and Contacts

President: Bruce Schottland (847) 912-5122 president@eaa932.org

Vice President: Marty Seitz (847) 639-9188 vp@eaa932.org

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Young Eagles Coordinator: Ed Brown (615) 542-2790 youngeagles@eaa932.org

Membership Chair: Ed Moricoli (815) 338-4217 linejudge88@att.net

Web Site: <http://www.eaa932.org>

Facebook: <http://www.facebook.com/pages/Galt-Airport-Young-Eagles/116543021696619>

Galt Airport Information



Galt Field Airport

5112 Greenwood Road, Greenwood/Wonder Lake, IL 60097

Airport Business Hours

8:00 a.m. to 5:00 p.m. Monday through Sunday (Winter hours)

Airport Owners: Diane and Claude Sunday dsunday905@aol.com

Airport Manager/Chief Flight Instructor: Justin Cleland

Phone: (815) 648-2433 Email: FBO@galtairport.com

Director of Maintenance: Brian Spiro

Phone: (815) 648-2642 Email: Maintenance@galtairport.com

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Facebook: <http://www.facebook.com/GaltAirport>

The Dean Rowe Show: <http://huntleyradio.com/the-dean-rowe-show>



AVGAS

Galt Tenant Price

\$5.45

(includes tax)

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